

COPY

Lloyd's Register of Shipping,

Enclosures

71, Fenchurch Street, E.C.3.

1st April, 1948.

Dear Sirs,

m.s. "UDDU" ex M.M.S. 1013.

E.

I return herewith one set of the undermentioned plans, forwarded with your letter of the 1st ultimo, and have to inform you that the arrangements as shown and amended thereon are such as could be accepted:-

Arrangement of fire and bilge piping.
Fuel oil pipe arrangement.
Air piping systems.

I have to draw your attention to the following points:

- (1) An additional power driven bilge pump should be connected to the main bilge line. This pump may be driven either by the main engine or an auxiliary source of power.
- (2) All bilge suction valves to be of S.D.N.R. type.
- (3) Bilge suction in machinery space to be led from mud-boxes fitted with straight tail pipes, as per Section 34, Clause 6(g).
- (4) Drip trays, suitably drained, to be fitted under all parts of the main and auxiliary engines and oil tanks where leakage is likely to occur in order to prevent the woodwork becoming saturated with oil.
- (5) Arrangements of cooling water system and lubricating oil system to be in accordance with Section 5 Clauses 11 and 12 of the Rules for Heavy Oil Engines and their Auxiliaries.
- (6) All outlet valves from the daily service oil fuel tank to be controlled from outside the machinery compartment.

COPY

Lloyd's Register of Shipping

71, Fenchurch Street, E.C.3.

- (7) The outlet valves to the deep oil fuel tanks to be fitted direct to the tank and controlled as per Section 20D Clause 7(b).
- (8) Sounding arrangements to oil fuel tanks as per Rule.
- (9) A hand compressor to be fitted if the auxiliary set cannot be started by hand.

Yours faithfully,

Secretary.

The Surveyors,
OSLO.



© 2020

Lloyd's Register
Foundation